The Owned the Companies That Owned the Companies That Borrowed the Money and Lent It to One Another-Meanwhile, Where's Penfield?-Nobody Cares

The creditors of Raymond C. Penfield, the promoter, owner and part owner of the various clay, clay-working and brick companies which were put into the hands of a receiver by Justice Hall in the Supreme Court on Tuesday, had a meeting with the representatives of the receiver, the Continental Trust Company, yesterday. The meeting is understood to have been held the trust company's offices, 28 Broad street, in the morning.

Nearly forty creditors of Mr. Penfield and his company were present. They were headed by representatives of sev eral of the strongest banks in New York the Chase National, the Chemical National, the Merchants' National and the National Park banks among others. There were also representatives of other mportant banks and trust companies from all over the country. Mr. Penfield's operations extended all through the middle West and to Mexico.

One of the smaller creditors explained last night that since Justice Hall appointed the trust company as receiver on Tuesday representatives of the company had been making a tour of the Penfield plants in New Jersey and a superficial examination into their finances. These representatives reported to the creditors in meeting assembled that notwithstanding the reported aggregate of Mr. Penfield's companies' indebtedness was almost \$3,000,on, the facts justified the supposition that the whole business might be pulled out of the hole.

Mr. Penfield had exchanged paper be ween his companies and had secured outside loans to help along these inter-related cans until he was so much involved that the appointment of a receiver was necessary. the opinion of the receiver's examiners, however, there was every prospect that the business could be set on its feet again if the creditors would keep their hands off and let the tangle unwind itself slowly.

The temper of the larger creditors seemed to be in accord with that of the receiver, and while no definite conclusions were reached, those who attended the meeting thought that the receiver would not be lested in making adjustment. If any of the small creditors should get uneasy and begin to cast nervous glances toward the bankruptcy courts, it was the opinion of this particular smaller creditor, that the reditors would find a means to dis suade him from radical measures, possibly going so far as to buy out his interests.

There seems to be a unanimous lack of interest among the creditors as to the present whereabouts of Raymond C. Penfield, the man who tried to constitute him-self a brick trust. At his offices and at his home it is said that he has been out of

town for several weeks. J. A. Green and Robert W. Lyle, who held offices in Mr. Penfield's companies, were yesterday understood to be at the offices of most of the concerns, 39 Cortains.

offices of most of the concerns, 39 Cortlandt street. But when newspaper reporters inquired for them they were told variously that the two men either "were out of town," or had "just gone out."

Mr. Green, although he was one of Mr. Penfield's executive officers with Mr. Lyle, signed the affidavits on which the petitions for a receiver as presented to Justice Hall were based. It is believed by those interested in the proceedings that it is known at 39 Cortlandt street where Mr. Penfield is.

His friends say that he was of an exceedingly affectionate and sensitive nature, and that his disappointment over the disaster that came to his complicated plans is sufficient to account for his withdrawal from his usual places of resort.

An anonymous statement was circulated among the newspaper offices in which Mr. Penfield's success in obtaining large loans from small and large banks was denrecated and his comfortable manner of life was minutely described. In it is mentioned a country home in the suburbs of

Cleveland, on Lake Erie.

The applications for the appointment of a receiver disclose a remarkable inter-locking of ownership in the companies in which Mr. Penfield was interested. For instance, in every case but one the petitions on which receivers were appointed were made on behalf of other companies which were also put under receiverships. The affidavits made by Mr. Green and attached o the petitions afford material for the following schedules:

Raymond C. Penfield owns all the capital stock of the Mexican Clay Working Company of the City of Mexico (now in the hands of the Cleveland Trust ompany, as receiver), the American Clay Working Machinery Company, the New York Blower Com which the Continental Trust Company is receiver) The American Clay Working Machinery Company owns half the capital stock of the Great Eastern Clay Manufacturing Company (for which the Cor lay Manufacturing Company (for which the Con-

nental Trust Company is receiver).
The National Clay Manufacturing Company was all the capital stock of the Standard Vitrified Conduit Company (for which the Continental Trust Company is receiver).

The Standard Fire Proofing Company owns all

the capital stock of the Manhattan Brick and Terra Cotta Company (for which the Continental Trust Company is receiver) and the Brooklyn Brick and rust Company is receiver). It will be seen that the American Clay-

Working Machinery Company and the New York Blower Company are the only two

concerns free of receiverships, to date, and both are owned by Mr. Penfield.

It was asserted yesterday that some of the people who made loans to these companies did not know that Penfield was the actual owner of the companies at the time they made the loans at his solicitation.

STATE CONTROL OF RAILROADS. Interstate Commission on the Character

and Extent of Their Supervision. Washington, Sept. 10 .- The Interstate Commerce Commission has issued an appendix to its annual report discussing the character and extent of the supervision exercised by the several States over railroads within their borders.

The number of States which in 1902 exercised control over railways through commissions was thirty. The commis-sions are found to be of two general classes, which for convenience may be termed the "weak commissions" and the "strong commissions"; the former including those which do not have control over passenger and freight rates, the latter those which are clothed with the power to exercise such control. Of the thirty commissions existing in 1902, twenty were strong and ten were weak. The tendency during the past twelve years, so far as the expressed will legislatures is concerned, is in the direcn of more efficient control over rates. larger portion of State railway

atutes pertains to the construction, the naintenance and the operation of railavs. A study of these statutes during he past twelve years indicates a slight distrust of the ability of commissions as at present organized to control the rail-way situation. It shows also a tendency not as yet very marked) toward including other corporations as well as railway corporations under the control of State boards.

Americans Buy Mexican Ranch.

HIHUAHUA, Mexico. Sept. 10.-J. T. McClammy of this city is at the head of an American syndicate with a capital ganized for the purpose of establishing a large cattle ranch in this part of Mexico.

A ranch embracing more than 1,000,000 acres of land has been bought and will be stocked with cattle.

It that certain railroad interests who are believed to have increased their holdings of Atchison heavily had offered to make it an object of 15 per cent, for any bank to carry for their account a tremendous line of the stocked with cattle.

In that certain railroad interests who are believed to have increased their holdings of Atchison heavily had offered to make it an object of 15 per cent, for any bank to carry for their account a tremendous line of the stocked with cattle. Mock of \$300,000 which has just been or-

GOSSIP OF WALL STREET.

A strong opening, predicted upon a higher ange of prices from London, excited no enthusiasm on the part of traders, most of whom were in a somewhat sceptical frame of mind, with reference to nothing in particular. They were extremely suspicious of the bull crowd's ntentions and very determined not to be landed" with stocks. Evidence of pro-essional realizing in Atchison, the selling by London houses and the development of special weakness in United States Steel shares influenced room sentiment unfavorably, and there was a good deal of miscellaneous selling for short account; but the verdict of promi-nent brokers after the close was that the market had not at any time during the day been really weak. This was considered rather remarkable, in view of the break in Steel. It was estimated on the floor that 95 per cent of the day's total transactions were of professional origin, which would account, some critics thought, for the singular indifference of the general market to the selling of

"It's a waiting market," said one of the leading room traders. "We have been waiting three days for the crop report, and tonorrow we shall be waiting for the bank statement. I don't know what we'll be waiting for next week-the harvest, I suppose, unless a more immediate pretext can be

At the Waldorf and other uptown places where stock market people foregather it was current information on Wednesday evening that the United States Steel shares would be attacked. It seemed to be generally known yesterday morning that something unusual was likely to happen in the stock. It was sold in London before the opening here and preparations were made on the floor of the Stock Exchange for handling an unusual volume of business in the Steel crowd. B. L. Smythe, Currie Bros., Harris, Gates & Co., Shearson & Hammill, S. B. Chapin & Co., Groesbeck & Co., Dick Bros. & Co., Hopkins t Co., Ladenburg, Thalmann & Co., Frank Savin and room traders were the heavy sellers. Some of the largest orders emanated apparently from Western sources. The lowest previous price record for the common was 20%. It sold yesterday at 20% the lowest quotation ever made on the tape. On Wednesday, however, the stock sold exdividend t per cent. The bear party tried to break the price below 20, but found strong support just above that figure. The support was on scale orders. At 2014 Jacob Field bid for 5,000 shares. Other traders in the crowd thought he was bluffing and did not want the stock. Walter Currie sold it to him.

The Western contingent has been bearish on United States Steel for some time, and is believed to be heavily short of it. An astonishing rumor was cabled here from London to the effect that certain interests unknown contemplated obtaining an injunction to restrain the United States Steel Corporation from continuing dividends on the common stock. Various local rumors accompanied the selling of the stock—one that a former official of the combine was liquidating again, another that a loan was being sold out, another that a big Pittsburg interest was liquidating a line of 5,000 preferred and 10,000 common, and others without number. It was asserted, too, on authority that pretended to be trustworthy, that the common stock dividend would either be cut or passed altogether at the October meeting. Pittsburg's contribution to the day's rumors was that the next dividend on the common stock would be at the rate of 2 per cent.

An active borrowing demand for Steel common was reported from the loan department after the close of the market. It had already been concluded by floor observers that a large proportion of the day's selling was for short account. The short interest in the Steel shares is said to be very large. There was also a good borrowing demand for Atchison and New York Central and a fair inquiry for other active stocks.

The weekness of Brooklyn Rapid Transit this week has been accompanied by intimations that the summer earnings are disappointing, owing to the coolness of the season. Persons who have access to the reports were ings were very fine. A trader suggests that stock is selling "ex-summer. & Hodges were prominent sellers yesterday

"A year ago to-day," said a prominent \$7,000,000 at 15 per cent. between 2:45 and 3 o'clock. I am lending now less than \$1,000,000 a day and getting 2 per cent. for it." striking contrast between the conditions now existing in the call money market and those that existed a year ago is due largely to the fact that the speculative demand for money is much smaller, only nominal, in fact, and as a mere contrast, therefore, it is not as significant, perhaps, as it seems, brokers call attention to the fact that with call money in urgent demand a year ago at 15 per cent, stocks were selling anywhere from 20 to 50 points above their present levels.

Brokers are generally of the opinion that speculative stagnation will continue for several weeks more. "To strive to obtain speculative profit in a market like this," one writes, "is vain, and we can only advise those who desire to operate to buy their stocks, borrow the money for six months, and await the improved development in the business of the country, which will have its direct and favorable reaction on the prices of securities later on." It is a very trying time for houses that maintain expensive private wire systems, requiring the services of many clerks, operators, &c., whether there is any business or not. During the bull market, Wall Street's private wire system was developed on an extensive scale, and there are now four or five times too many wires for the business that is coming in from the outside. Four of the largest wire houses in the Street did less than 1,000 shares between them one day this week.

The strength of Metropolitan Securities in the early trading was due principally to the buying of H. L. Horton & Co. Ames & Swan, B. L. Smythe and Philadelphia houses sold Only 500 shares of Metropolitan Street Railway were traded in, the price breaking to 1131/4 and recovering to 114, where it closed, showing a fractional net loss for the day.

It was reported again yesterday that the dividend on Realty preferred is to be passed at the next meeting. On small transactions the stock broke 1 point to 39 and closed at the lowest.

Jacob Field and other traders bid up Rock Island in the early trading, but desisted on getting stock from the specialists. Field bought stock at 29 from John H. Dunne. It is understood that the Rock Island crowd is inactive.

It was the impression in the Atchison crowd

at the opening of the market that strenuous efforts were being made to unload speculative holdings. Jacob Field was a conspicuous buyer in the early trading, but was supposed to be making a market for his brokers to sell on. He distributed orders on both sides and was said to be responsible for at least a third of the stock's activity. Frank Savin, R. H. Bissell and other traders offered the stock down, but from the high price made on the opening it broke only 14 per cent. and closed with only a fractional net loss for the day. London houses, Currie Bros., Van Emburgh & Atterbury, Street & Norton. and Content were prominent sellers. De Witt & Co., Berner & Co. and Joseph Walker bought. The room crowd persists in selling Atchison short, convinced that the upward movement has been purely manipulative. There are brokers who insist very positively, however that some of the buying has been significant much better, at any rate, than the selling. The strength the stock has shown since it had a volume of more than 100,000 shares in Tuesday's session has occasioned a good deal of surprise. The impression then was that the bull crowd had cleaned up

It was reported on the floor yesterday that certain railroad interests who are be-

NEW CROP ESTIMATES OUT.

CORN IS NOW FIGURED AT 2,289,-900,000 BUSHELS.

Wheat Also Slightly Over the August Estimates as Deduced From the Government Report-Fair Progress Made by Both Corn and Cotton Crops.

The Government crop report, which shows the condition of the crops on Sept. 1, was issued yesterday. It gives the condition of corn as 80.1 per cent., of wheat, 74.7 and cats, 75.7. These figures were received by the grain trade with little comment, as they had been expected, although slight declines in the condition of both wheat and corn would have created

no surprise. The general comment on the report was that it was bearish on both wheat and corn, on the indicated yields. The following are the comparisons as figured out by J. G. Brown, statistician of the Produce

WHEAT Condition. Yield. Est. Sept. '08 74.7 Aug. '08 ... Sept. '02 80 Final, '02 ... CORN. OATS. Est. Sept., '08..... " Aug., '08..... " Sept. '02..... Final, '02.... Osear K. Lyle, the crop expert of the Produce Exchange, made this statement regarding the report:

regarding the report:

To the trade this is more wheat and more corn than was expected. I figure out on the census basis these returns; for corn on the September condition there is indicated a crop of 26% bushels an acre, or a total crop of 2,380,598,000 bushels. On wheat, on the census basis, on the present condition of 74.7, there is an indicated yield of 13.44 bushels per acre, or a crop of 677,194,000 bushels. It should be remembered that the ten-year average of corn for September is 79.3, as against the 80.1 of this report, and also that there has been a betterment of 1.4 points over the August estimate. An increase of this kind has happened only once in ten years and means much more of a crop than can be figured from the percentages.

On the Government figures and indicated On the Government figures and indicated yield, the wheat crop of the United States,

yield, the wheat crop of the United States, at a conservative price of 90 cents a bushel, should yield about \$603,000,000, and the oats crcp, at 35 cents a bushel, about \$268,000,000. These two crops are now well cared for, but no estimate of the corn crop's value can be made within the next three weeks.

The weekly report of Dun's Review shows

a fair progress of corn and cotton. The weather in the West is seasonable and in most States, with a late frost, an average most states, with a late floor, and average yield is expected. In Missouri the crop is growing rapidly, and in Michigan and along the Northern belt, corn is backward and the yield will be light, while in the South the promise is for a large yield. The cotton crop is maturing rapidly under favorable weather, and picking is general. There is every indication of a large yield and of fair quality. There are some re-ports of rust in Georgia and in Mississippi.

MEETING OF STATE BANKERS.

Questions of Importance That Will Be Submitted for Their Consideration.

SABATOGA Sept. 10.-The New York State Bankers' Association, of which former Sate Senator Stephen M. Griswold of the Union Bank of Brooklyn is president, began its tenth annual convention in the Grand Union Hotel at 10:30 o'clock this morning. There were about 250 bankers in attendance. President Griswold in his address said:

Several questions of importance to the banking business will be submitted to you by the Council of Administration for your consideration. They are now being discussed by the banking associations of other States, who look to you for action. Among them are the advisability of admitting trust companies to membership in our organization, the subject of the money order business of the country, which is now being done through the Post Office Department of the average companies (this business being done through the Post Office Department and the express companies (this business should be done by the banks), the question of calling upon the next Congress to take action upon the currency, and last, but not least, the question of paying interest on daily balances to individual depositors, which has grown recently to such an extent that it is making inroads upon the life, prosperity and safety of banks that do it to any extent. Safe and conservative banking interests demand that no such interest should be paid. The foundation on which the banking business should be built is absolute safety, and anything which tends to weaken this should be checked at once.

Lewis E. Pierson of New York city, the

Lewis E. Pierson of New York city, the acting secretary, reported the membership as reaching 455 active members. Leo Schlesinger, president of the Mechanics and Traders' Bank of New York city, offered

Resolved. That the thanks of this convention be tendered to Secretary Shaw, and that his wisdom in depositing the revenues, amounting to \$40,000,000, in the banks be approved. action on this resolution was deferred, and it will come up in its regular order.

and it will come up in its regular order.

The following officers were nominated and will be formally elected to-morrow:

President, John H. De Ridder of Saratoga Springs; vice-president, Lewis E. Pierson of New York city; secretary, E. O. Eldridge of Owego; treasurer, David Cromwell of White Plains.

White Plains.

"Bank Money Orders" was the subject of an address delivered by Joseph Chapman, Jr., cashier of the Northwestern National Bank of Minneapolis and secretary of the Minnesota Bankers' Association. Discussion followed.

President Griswold officiated as toastmatter at the appeal handless of 200 Sictions.

master at the annual banquet of 300 State bankers, which was held at the Grand Union Hotel to-night. The association will conclude its tenth annual convention with a reception to-morrow evening.

NORFOLK & WESTERN EXTENDING

Earnings and Profits Increasing-Large

Expenditures for Betterments. The Norfolk and Western Railway Company issued yesterday its report for the year ended June 30. It shows increases of \$3,608,470 in gross earnings, \$1,047,267 in net earnings, and \$917,094 in net income The figures in detail will be found in another

Of the total gross earnings of \$21,180,000, \$17,676,000, an increase of about 15 per cent., came from freight, and \$2,841,900, an increase of 19.4 per cent., came from pas-senger traffic. Shipments of bituminous coal show an increase of 695,229 tons, or 12.6 per cent., and coke shipments show an increase of 175,441 tons, or 11.8 per cent., the two contributing 56 per cent. of the total

tennage. The report calls attention to numerous The report calls attention to numerous extensions and branches under contract or construction, including the Cincinnati, Portsmouth and Virginia, the Kenova and Big Sandy, the Tug Fork, the laeger and Southern and the Guyandot, for the merger of which the stockholders will soon be asked to vote.

The condition of the roadway and structures was improved during the year, ex-

ures was improved during the year, expenditures on this account aggregating \$2,754,199. On construction, equipment and \$2,754,199. On construction, equipment and betterment, expenditures were \$5,768,727, and there is a balance in the betterment fund now of \$2,697,996, \$2,500,000 having been set aside for it from surplus. The item of conducting transportation was particularly heavy, being \$6,014,000, an increase of 23.93 per cent. over 1902.

The policy of the road is expressed in the statement that its revenue is derived he statement that its revenue is derived from transportation of articles of poor class, which yield only small profits and

must be handled economically. Under these conditions the efforts of the man-agement, the report says, "were directed toward the promotion of the industries on and adjacent to your line" and to improvements

To CALIFORNIA in a Special Train ... OVER THE ...

NEW YORK CENTRAL

Carrying the NEW YORK BANKERS and Others.

Leaves New York evening of October 13th, 1903. Five Days in San Francisco.

Returning will arrive in New York evening of November 4th.

Passing through the Royal Gorge Canyon and the Colorado Mountains by daylight, visiting en route Colorado Springs, Glenwood Springs, Salt Lake City, Del Monte, Santa Barbara, Los Angeles, Orange Groves at Riverside, Grand Canyon of Colorado, Santa Fe, Kansas City and Exposition Buildings at St. Louis.

Round trip rate from New York, \$180.00 to \$250.00 according to Pullman car accommodations desired, covering all necessary expenses en route going and returning, except during stay in San Francisco.

Special train for the entire route, including Club Car, with barber shop and bath-room.

For detailed itineraries, tickets and full information, address M. C. ROACH, General Eastern Passenger Agent, 1216 Broadway, New York.

EXCURSIONS.

Last Sunday Excursions OF THE SEASON-SEPT. 13, 20 ERIE RAILROAD

LACKAWAXEN-- 8 SHOHOLAGLEN Express trains leave W. 23d St. 8.55 and 2.25; Chambers St. 9.00 and 9.30; Jersey 21ty 9.15 and 9.45 A. M. Returning leave Lackawasen 4.15 and 5.00 P. M., Shohola, 1.30 and 5.15 P. M.

GREENWOOD LAKE GLENS. \$1.00—or, with Dinner at Casino, \$1.50 Special express train leaves West 23d St. 9.40, hambers St. 9.45. Jersey City 10.00 A. M. Re-urning leave Glens 5.00 and 6.58 P. M.

> MAUCH CHUNK GLEN ONOKO SUNDAY, SEPTEMBER 18th LEHIGH VALLEY R. R

\$1.50 ROUND Special train leaves New York 23rd S 3.25 a. m., Cortlandt or Desbrosses Sts 3.30 a. m. Brooklyn Annex 8.15 a. m. Fare from Brooklyn 15 cents extra.

SPECIAL FALL EXCURSION

ATLANTIC CITY SUNDAY, SEPT. 13. ROUND \$2.50 TRIP.

VIA New Jersey Central. Special train leaves Liberty St. Station 8:00 A. M.

So, Ferry 7:55 A. M. Arrive Atlantic City 11 A. M LONG ISLAND RAILROAD. "THE WAY TO THE SEA."

MANHATTAN BEACH. Leave 34th St., E. R., N. Y., week days, 5:30, 6:40, 7:40, 9:20, 11:00 A. M.; 12:10, 1:10, 1:40, 2:10, 2:40, 3:10, 3:40, 4:40, 5:10, 6:00, 6:40, 7:10, 7:40, 6:10 and 8:40 P. M. Last train from Beach, 11 P. M. Additional trains on Sept. 12 at 11:50 A. M.; 12:30, 1:00 and 1:20 P. M. Leave East N. Y. 25 minutes after 34th st. time. ROCKAWAY BEACH. Leave 34th st., E. R., N. Y., week days, 5:30, 6:20, 6:40, 8:30, 9:20, 10:50 A. M.; 12:50, 1:50, 2:50, 4:20, 5:20, 6:30, 7:20, 9:20 P. M.; 12:00 night.

CONEY ISLAND

Leave FOOT 22D ST., N. R., 9:30, 10:45 A. M.; 12:00 M., 1:00, 2:00, 3:00, 4:00, 5:00, 6:00, 7:00 P. M. Leave Pier (New) No. 1. Haif hour later. North River, Leave NEW HON PIER, CONEY ISLAND, 11:10 A. M., 12:25, 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, P.M. ROUND TRIP TICKETS, 25 CENTS.

ROCKAWAY BEACH STEAMER GENERAL SLOCUM Leaves W. 129th St. 9 A. M., W. 22d St. 10 A. M., Battery Landing 10.40 A. M. Leaves Rockaway 4.45 P. M. ROUND TRIP, 50c.

STEAMER GRAND REPUBLIC

will make last trip of season to
WEST POINT & NEWBURGH,
SUNDAY, SEPT. 13.
Battery Landing 9:30 A. M., West 22d St. 10 A. M.
West 129tb St. 10:30 A. M.
MUSIC AND REFRESHMENTS.
ROUND TRIP, 50c.

EVERY SUNDAY

THE The Popular steamer "ORIENT" leaves Pier 13, E. R., near foot wall St., 9.30; foot 31st St., E. R., N. Y., 9.45 A. M. Returning in the evening. Exoursion, 50c.

IDEAL OUTING TRIP SUN SEPT. 13TH CLOSING TRIP OF THE SEASON TO NEW HAVEN. STR. RICHARD PECK will leave Pier 40, N. R., foot clarkson St., 9:30; E. 31st St., 10:15 A. M. Returning, due N. Y. 8:00 P. M. An hour in New Haven. Music. Tickets, \$1.

UP THE HUDSON SUN. 50°C CLOSING TRIP OF THE SEASON, SEPT. 18TH. STR. CITY OF LOWELL will leave Pier 40, N. R., foot Clarkson St., 10:00; W. 120th St., 10:30 A. M., for Hudson River trip as far as Poughkeepste. No landing. Return, due N. Y. 6 P. M. Music.

PROPUSALS.

OFFICE OF COMMISSIONERS, D. C., Washington, Sopt. 5, 1903.—Sealed Proposals will be received at this office until 12 M., Saturday, Sept. 19, 1903, for furnishing and installing a Mechanical Heating and Ventilating Apparatus in the rear wing of workhouse for males, Washington Asylum Grounds. Specifications and drawings sufficient to give the Commissioners and consulting Engineer a clear understanding of system proposed to be used must accompany the proposal. Forms of proposal may be obtained in the Office of the inspector of Buildings and bids must be made on such official form. HENRY B. F. MACFARLAND, HENRY L. WEST. JOHN BIDDLE, Commissioners, D. C.

PROPOSALS.—New London. Conn., August 11, 1903. Scaled proposals in triplicate will be received at office of Constructing Quartermaster, New London, Conn., until 9 A. M. September 12, 1903, for construction of two sets of officers' quarters at Fort Terry, N. Y. U. S. reserves right to reject or accept any or all proposals or any part thereos. Information furnished on application, Envelopes containing proposals should be marked "Proposals for Construction at Fort Terry, N. Y. and addressed to CONSTRUCTING QUARTER-MASTER, 27 Granite st., New London, Conn.

MASTER, 27 Grantle St., New London, Colin.

DEPOT Q. M. DEPT., Jeffersonville, Ind., September 1, 1903.—Scaled proposals, in triplicate, will be received here until 10 o'clock A. M., September 15, 1903. for furnishing 853 Record Books, United States reserves the right to reject or accept any or all proposals or any part thereof. Information furnished on application. Envelopes containing proposals should be marked "Proposals for Record Books," and addressed SAM. R. JONES, Depot Quartermaster.

FORT MONROE, Va., Sept. 8, 1903—Sealed proposals. In triplicate, for installing hot water heating plants in 33 buildings here will be received until 12 M., Oct. 8, 1903. U. S. reserves right to accept or reject any or all proposals or any part thereof. Information furnished on application Envelopes containing proposals should be marked "Proposal for Heating," addressed C. P. TOWNS-LEY, Q. M.

PORT MOTT, N. J. Sept. 5, 1903. Sealed proposals, in triplicate, for furnishing and installing two cisterns here will be received until 1 P. M., Sept. 15, 1903. Information furnished on application. U. S. reserves right to reject any or all bids. Envelopes containing proposals should be indorsed "Proposals for Cisterns," addressed QUARTERMASTER, Fort. Mott. N. J.

EXCURSIONS. "The New York World's Fair." GRAND GALA GLEN LAST DAY OF ISLAND THIS SEASON, MONDAY, SEPTEMBER 14th

TIME TABLE—SUBJECT TO CHANGE—LEAVE:
Cortlandt Street Pler, 9:00, 10:00, 11:00 A. M.,
12:00 M., 1:30, 2:30, 3:45 P. M.
Bridge Dock, Fulton Ferry. Brooklyn, 9:30, 10:20,
11:20 A. M., 12:20, 2:00, 2:50, 4:00 P. M.
East S2d Street, 9:30, 10:00, 10:45, 11:45 A. M.,
12:45, 2:15, 2:45, 3:15, 4:30 P. M.
Leave Glen Island, 11:00 A. M., for Cortlandt
Street only; 11:15 A. M. for 32d Street and Brooklyn, 12:00 M. and 1:00 P. M. for Cortlandt Street
only; 3:00, 5:00, 6:00 and 7:00 P. M. for all landlings. Extra boats on Sundays and holidays.
EXCURSION, 40 CENTS,
including admission to all attractions.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

UP THE PICTURESQUE HUDSON
Grand Dally Outings (except Sunday)
By Palace Iron Day Line Steamers
"NEW YORK" and "ALBANY."
From Brooklyn, Fulton St. (by Annex)...8:00 A.M.
"New York, Desbrosses St. Pier....8:40
"West 22d St. Pier.....9:00
"West 129th St. Pier.....9:00
"Returning, due in New York, 5:30 P. M.
MORNING AND AFTERNOON CONCERTS.
AFTERNOON BOAT, STR. MARY POWELL.

Hamburg-American.

For PLYMOUTH-CHERBOURG-HAMBURG.
Twin-Screw Express and Passenger Service
THE GREAT OCEAN FLYER S. S. Deutschland. Record Voyage, 5 Days 7 Hrs. 38 Min.
SAILS SEPT. 15. OCT. 13. NOV. 12.
Pretoria, Sept. 12. 8 AM | A. Victoria, Sept. 24. 10 AM
Deutschil'd Sept 15, 11 AM | Palatia... Sept. 26, 9 A M
Bluecher, Sept. 17. 10 AM | Morike... Oct. 1, 10 AM
Waldersee, Sept. 19, 3 PM | Pennsylv'n, Oct. 5, 8 PM

THE Mediterranean By superb Twin-Screw Steamers.

HAMBURG-AMERICAN LINE.

Offices, 35 & 37 Broadway. Piers, Hoboken, N. J.

NORTH GERMAN LLOYD S. S. CO. PAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN
K.Wm.II.Sept.22.6:30AM K. Wm.II.Oct. 20, 3 PM
Kalser... Sept. 29, 10AM Kalser... Oct. 27, 10 AM
Kronprinz...Oct. 6, 4 PM Kronprinz, Nov. 3, 3:00 PM OELRICHS & CO., 5 BROADWAY, N. Y.

JAPAN-CHINA Hawaii and Philippine Islands. PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
TOYO KISEN KAISHA.
Between San Francisco, Honolulu, Yokohama,
Kobe, Nagasaki, Shanghai and Hong Kong.
Steamers leave San Francisco at I A. M. Seamers rave sain Francisco et al. 1.

Iong Kong Maru, Sept. 19 | Nippon Maru. Oct. 15

Inina. Sept. 29 | Stberta. Oct. 23

Jorie Oct. 7 | Coptic. Oct. 31

For freight, passenger and general information apply at 349 Broadway or 1 Broadway, Washington Bldg., and 287 Broadway, N. Y. City. AMERICAN LINE. NEW YORK—SOUTH AMPTON—LONDON. New York, Sept. 16, 10 A.M. | St. Louis, Sept. 30, 10 A.M. Phila. . . . Sept. 23, 10 A.M. | New York Oct. 7, 10 A.M.

RED STAR LINE.

NEW YORK-ANTWERP-PARIS

Finland, Sept. 12, 10 A.M. | Kroonland, Sept. 26, 16AM Vaderland, Sept. 19, 10AM | Zeeland, Oct. 3, 10 A. M. Plers 14 and 15 N. R. Office, 73 Broadway, N. Y. CANADIAN PACIFIC RAILWAY. Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands. Emp. of China ... Sept. 7 | Emp. of Japan ... Nov. 2 R.M.S. Athenian... Sept. 21 | R. M. S. Tartar ... Nov. 16 Emp. of India... Oct. 5 | Emp. of China ... Nov. 30

...Sept. 18 | Aorang 1..... Nov. 13 For rates and information apply at 353 & 1 B'way. CUNARD LINE TO LIVERPOOT VIA Queenstown From Piers 51 and 52, North River. Etruria . Sept. 12, 9 A.M. | Umbria, Sept. 26, 9 A. M. Campania, Sept. 19, 2P. M. | Lucania, Oct. 3, 2 P. M. EXTRA TUESDAY SERVICE. Aurania, Sept. 15, 11A. M. | Carpathia, Sept. 29,11AM Carrying second and third class only. VERNON H. BROWN & CO., Gen. Agts., 29 B'way.

Hawaiian, Fiji Islands, Australia and New Zealand.

OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News. Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 26, N. R., foot Beach st., every week day at 3 P. M. H. B. Waiker, Vice-President & Traffic Manager. ANCHOR LINE Glasgow and Londonderry

Furnessia, Sept. 12, noon Astoria... Sept. 26, noon Columbia, Sept. 19, 3 P.M. Ethiopia... Oct. 3, noon First saloon, \$50 to \$100.

Second cabin, \$35 and up; third class \$26 and up. For new illustrated book of Tours apply to HENDERSON BROTHERS, 17 and 19 B'way, N. Y. ATLANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT

Mesaba Sept. 12, 9 A. M. | Min'polls Sept. 26, 9 A.M. Min'tonka, Sept. 19,4 P.M. | Minnehaha, Oct. 3, 3 P.M. Only first-class passengers carried.

FOR RATES, ETC., APPLY TO 1 BROADWAY WHITE STAR LINE NEW YORK-QUEENSTOWN-LIVERPOOL. Cedric... Sept. 11, 8 A. M.; Celtic... Sept. 18, 3 P. M. Majestic. Sept. 16, noon; Oceanic. Sept. 23, 7 A. M. Pier 48, North River, Office, 9 Broadway, New York.

STEAMBOATS.

Palatial Steamers "New York" and "Albany" of the Hudson River Day Line, fastest and finest river boats in the world.

Leave Brooklyn, Fulton St. (by Anne1) 800 A. M.

"Bestrosses St. Pler 840 A. M.
"West 1201 St. 920 A.M.
"West 1201 St. 920 A.M.
Landing at Yonkers, West Point, Newburgh,

STEAMER MARY POWELL Leaving Desbrosses St. at 3.15 P. M. (Sats., 1.45 P.M.). W.22d St., 3.30 P. M. (Sats., 2 P. M.)., 129th st. (on Sats. and Holidays only) 2.20 P. M. For Highland Falls, West Point, Cornwall, Newburgh, New Hamburg, Milton, Poughkeepste, Esopus, Rondout and Kingston. Famous Mary Powell Orchestra.

burg. Milton, Poughkeepsie, Esopus, Rondout and Kingston. Famous Mary Powell Orchestra.

CATSKILL, HUDSON and COXSACKIE BOATS every week day at 6 P. M., from Pier 48, N. R., and at 7 P. M. from, W. 129th st.

TROY LINE. "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pier daily, 4 P. M., except Saturday Direct railroad connection at Troy for all point sorth and east. Supply steamers touch at Albany.

ennsylvania

BAILBOADS

STATIONS FOOT OF WEST TWENTY THIRD STREET AND DESBROSSES AND CORTLANDT STREETS.

If The leaving time from Desbrosses and Cortlandt Streets is ave minutes later than that given below for Twenty-third Street Staties, except where otherwise noted.

7:55 A. M.-FAST MAIL.-Parior, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville.

Dining Cars. For Chicago, Indudate on Steeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car. 19:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation, Compartment Cars. For Chicago, Cleveland, Toledo and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS—For Toledo, Nasiville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

Car. M. CHICAGO LIMITED.—Pullman Sleep-4.35 P. M. CHICAGO LIMITED.—Pullman Sleep-tus P. M. Chicago Limited.—Pullman Sleep-Limited.—Pullman Sl 4.185 P. M. CHICAGO LIMITED.—Pullman Sleeping. Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.
5.58 P. M. ST. LOUIS EXPRESS.—For Pittsburg. Chacinnatt, Indianapolis, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).
5.185 P. M. WESTERN EXPRESS.—For Chicago. For Toledo, except Saturday. Dining Car.
7.185 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. For Knoxville daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.
5.285 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati, Indianapolis and St. Louis.

WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.

7:55, 8:25, 9:26 (Dining Car), 10:10 (Desbrosses and Cortland: streets, 10:20), (Dining Car), 10:35 (Dining Car), a. m., 12:56 (Dining Car), 2:10 (Desbrosses and Cortland: Streets, 2:20), (3:25 "Congressional Limited," ail Parior and Dining Cars), 8:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 10:25 (Dining Car), 4:25, 9:25 (Dining Car), 10:25 (Dining Car), a. m., 12:35 (Dining Car), 10:25 (Dining Car), 4:25 (SOUTHERN RAILWAY.—Express, 4.25 p. m., 12:10 night daily.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express 12:55 p. m. and 12:10 night daily.

NORFOLK AND WESTERN RAILWAY—For Memphis and New Orleans, 3:25 p. m. daily.

CHESAPEAKE AND OHIO RAILWAY.—7:35 a. m. week days and 4:35 p. m. daily.

FOR OLD FOINT COMFORT AND NORFOLK.—7:55 a. m. week days and 8:35 p. m. daily.

ATLANTIC CITY.—9:55 a. m. and 2:35 p. m. week days. Sundays, 7:35 a. m. Through Vestibuled Trains, Buffet Parlor Cars, and Standard Coaches on week days. Parlor Smoking Car, Parlor Cars, Dining Car and Standard Coaches on week days.

days.

CAPE MAY.—12.55 p. m., week days.

For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8:55 a. m., 12:10, 2:25, 3:25, 4:10, 4:55 and 6:55 p. m. week days. Sundays 9:25 a. m., 4:55 p. m. (from Deabroases and Cortlandt Streets), 9:00 a. m., 12:20, 2:30, 8:40, 4:20, 5:10 and 7:00 p. m. week days. Sundays, 9:45 a. m., 5:00 p. m. week days. FOR PHILADELPHIA.

8:05, 7:25, 7:55, 7:55 (Dining Car), 8:25, 8:55 9:25 (Dining Car), 0:255 St. Louis Limited), 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Dining Car), 10:35 (Penna, Limited), 10:35 (Dining Car), 11:56 a.m., 12:55 (Dining Car), 13:56 (Dining Car), 2:10 (Desbrosses and Cortlandt streets, 2:20), 2:55, 3:25 (Dining Car), 8:25, 4:25 (Dining Car), 4:55 (Dining Car), 8:55, 7:55, 8:25, 8:56, 9:25 p. m., 12:10 night, week days, 8:05, 7:55 (Dining Car), 8:25, 9:25 (Dining Car), 0:35 (St. Louis Limited), 9:55, 10:55 (Dining Car), 3:25 (Dining Car), 3:55, 4:25 (Dining Car), 3:55 (Dini Carl. 5.55 (Dining Car), 7:55, 8:25, 8:25, 8:25 p. m., 12:10 night.

Ticket offices, Nos. 461, 1554, 133 and 261 Broadway, 182 Fifth avenue (below 28d St.), 263 Fifth avenue (corner 29th St.), 1 Astor House, West Twenty-third Street Station and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street; 860 Fulton Street, 360 Broadway and Pennsylvania Annex Station, Broadway and Pennsylvania Annex Station, Broadway and Pennsylvania Call for and check baggage from hotels and residences through to destination.

Telephone 914 Eighteenth Street for Pennsylvania Raliroad Cab Service.

W. W. ATTERBURY,
General Manager.

Pass' Tramo Manager.

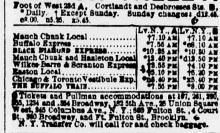
W. ATTERBURY, J. R. WOOD,
General Manager, Pass'r Traffic Manager,
GEO. W. BOYD,
General Passenger Agent.
9-8-1903.

New York and Boston All Rail.

N. Y., N. H. & H. R. R. and connections.
From Grand Central Station.

By way of 18,000 A. M., Hartford and Willimantic, 2:00 P. M.
10:00 A. M., Hartford and Willimantic, 2:00 P. M.
10:00 A. M., Springfield and Worcester, 3:30 P. M.
10:000 A. M., 178 ew London and Providence, 4:30 P. M.
12:000 M. Springfield and Worcester, 5:40 P. M.
1:000 P. M., 178 ew London and Providence, 6:00 P. M.
1:00 P. M., 178 ew London and Providence, 6:00 P. M.
1:02 P. M., New London and Providence, 6:00 P. M.
2:00 P. M., New London and Providence, 9:00 P. M.
4:00 P. M., New London and Providence, 9:00 P. M.
4:00 P. M., New London and Providence, 1:00 P. M.
4:00 P. M., New London and Providence, 1:00 P. M.
4:10:00 P. M., New London and Providence, 1:100 P. M.
4:10:00 P. M., New London and Providence, 6:27 A. M.
4:2:02 A. M., New London and Providence, 6:37 A. M.
4:2:02 A. M., New London and Providence, 6:37 A. M.
4:2:02 P. M., New London and Providence, 6:37 A. M.
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4:2:02 P. M., New London and Providence, 6:37 A. M.
4:2:02 P. M., New London and Providence, 6:20 P. M.
4:2:02 P. M., New London and Providence, 6:20 P. M.

LEHIGH VALLEY.



Lackawanna Railroad

Leave New York, foot Barclay and Christopher Sts.

8:30 A. M.—For Binghamton and Syracuse.

18:30 A. M.—For Buffalo, Chicago and St. Louis.

1:40 P. M.—For Buffalo and Chicago.

1:40 P. M.—Pocono Mountain Special.

14:30 P. M.—Por Seranton and Plymouth.

6:10 P. M.—For Buffalo and Chicago.

8:46 P. M.—Utica, Oswego, Ithaca, Buffalo.

2:20 A. M.—For Chicago—Sleepers open 9 P. M.

Tickets at 167, 429, 1188 Broadway, N. Y.; 338

Fulton st., Brooklyn. *Daily. †Except Sunday.

STEAMBOATS

BOSTON AND POINTS IN NEW ENGLAND. FAIL RIVER LINE for Newport. Fall River, Boston and all Eastern and Northern Points, Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot Warren St., week days and Sundays at 5:30 P. M.
PROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTH and CONNECTICUT. Orchestra on each. Leave Pier 18, N. R., foot Murray St., week days only at 6 P. M. STONINGTON LINE for Stonington, Watch Hill, Narragansett Pier, Boston and East. Steamers MAINE and NEW HAMPSHIRE. Leave Pier 40, N. R., foot Clarkson St., week days only at 6 P. M. NORWICH LINE for New London, Fisher's laland, Block Island, Norwich, Worcester, Boston, North and East. Steamers City Of LOWELL and CITY OF WORCESTER. Leave Pier 40, N. R., foot Clarkson St., week days only at 5:30 P. M.
NEW HAVEN LINE for New Haven, Hartford Springfield and North, from Pier 40 N. R., foot Clarkson St. Week days Steamer RICHARD PECK leaves New York at 4 P. M.; Sundays, 9:30 A. M., E. 31st St., 10:15 A. M.); returning due New York 8:00 P. M.
TICKETS AND STATEROOMS all Lines at 167. 8:00 P. M.
TICKETS AND STATEROOMS all Lines at 167,
261, 673, 1185, 1354 Broadway, 3 Park Place, 25 Union
Square, 245 Columbus Avenue, 273 W. 125th Street,
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Fast modern Steamships NORTH STAR and HORATIO HALL sail for Portland Mondays, Tuesdays, Thursdays and Saturdays.

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New York to Providence.
First-Class Service.

Fast and elegant steamers leave New York daily, excepting Sunday, at 5 P. M., from Pier 35, East River, foot of Catharine St. 'Phone: 860 Orchard. Orchestra on each steamer.

PEOPLE'S LINE ADIRONDACK OR DEAN RICHMOND. leaves Pier 32, N. R., foot Canal St., at 6 P. M. week days, connecting with express trains, Sundays included. Orchestra on steamers.

HARTFORD LINE from Pier 33 (New), East Refer, daily, except Sun-day, at 5 P. M., for Connecticut River Landings, con-necting for Springheid, Holyoke, Northfield and all New England points. Send for illustrated folder.

THE FOUR-TRACK TRUNK LINE

VIA NIAGARA FALLS

Trains arrive and depart from Grand Central Station, 42d street, New York, as below:
North and west bound trains, except those leaving Grand Central Station at \$230, 1120 A. M., 245, 320, 9:15, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

All southbound trains, except the "20th Century" and the "Empire State Express" and Nos. 36 and 66 will stop at 125th st. ten minutes before their arriving time at Grand Central Station. 12.10
A. M.—AMIDNIGHT EXPRESS.—Due Albany 5.55 A. M., Troy, 6:40 A. M.—AMIDNIGHT EXPRESS.—Due Albany 5.55 A. M., Troy, 6:40 A. M.—7.4DIRONDACK, THOUSAND ISLANDS AND MONTREAL SPECIAL.

7.50
A. M.—'ADIRONDACK, THOUSAND ISLANDS AND MONTREAL SPECIAL.—Stops at all important stations.

8.30
A. M.—IEMPIRE STATE EXPRESS.—Moss famous train in the world. Due Buffalo 7:40, Niagara Falls 5:31 P. M.—A. M.—'FAST MAIL.—24 hours to Chicago. Due Buffalo 7:10, Niagara Falls 8:07.

9.40
A. M.—'FAST MAIL.—24 hours to Chicago. Due Buffalo 7:10, Niagara Falls 8:07.
A. M.—'FAST MAIL.—24 hours to Chicago. Due Buffalo 7:10, Niagara Falls 8:07.
A. M.—'FAST MAIL.—24 hours to Chicago. Due Buffalo 7:10, Niagara Falls 8:07.
A. M.—'BUFFALO LIMITED.—Due Buffalo 1:00 P. M., Niagara Falls 11:55 P. M.—P. M.—'SUUTHWESTERN LIMITED.—Due Chicago Via Lake Shore. 24:24 Via M. C.

1.00
A. M., St. Louis 6:45 P. M., next day.
P. M.—'CHICAGO LIMITED.—24 hours to Chicago via Lake Shore. 24:24 Via M. C.
2.45
- M.—'The 20th CENTURY LIMITED.—20-hour train to Chicago via Lake Shore. 21:24 Via M. C.
2.45
- M.—'The 20th CENTURY LIMITED.—20-hour train to Chicago via Lake Shore. 21:26 Via M.—'ALBANY AND TROY EXPRESS.—Local stops.
- Local stops.
- Local stops.
- Local stops.
- DETROIT, GRAND RAPIDS and P. M.—*ALBANY AND TROY EXPRESS.—Local stops.

Local stops.

P. M.—*DETROIT, GRAND RAPIDS and CHICAGO SPECIAL.

P. M.—*LAKE SHORE LIMITED.—2814 hour train to Chicago. All Pullman carabuc Cleveland 7:05 A. M., Cincinnati 1:30, Indianapolis 3:10, Chicago 4:00, St. Louis 9:45 P. M. next day.

P. M.—*WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C.

P. M.—*MONTREAL EXPRESS.—Via D. & H. or Rutland. 4.00 to Cheago via both L. S. Andrews P. M.—"MONTREAL EXPRESS.—Via D. & H. or Rutland.
P. M.—"ADIRONDACK AND MONTREAL EXPRESS.
P. M.—"BUPFALO. THOUSAND ISLANDS AND TORONTO SPECIAL.
P. M.—"SPECIAL MAIL LIMITED.—"SPECIAL FOR MILE LIMITED.—" 7.00 7.30 Sleeping car only for Rochester.
P. M.—SOUTHWESTERN SPE-9.20 P. M.—S U O T T.

CIAL

P. M.—'PACIFIC EXPRESS.—Chicago 34
hours by Michigan Central, 33 hours by
Lake Shore.

P. M.—'CHICAGO THEATRE TRAIN.—
Cape Vincent, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.

Transf. Sunday. Except Monday. 9.30

troit, Chicago and St. Louis.

*Daily. †Except Sunday. †Except Monday.

#ARLEM DIVISION.

9:08 A. M. and 3:35 P. M. daily. except Sunday. to Pittsheld and North Adams; Saturdays only, 7:68 P. M.; Sunday at 9:30 A. M.

Pullman cars on all through trains.

Trains illuminated with Plnisch light.

Ticket offices at 167, 261, 415 and 1216 Broadway.

25 Union Sq. W., 275 Columbus av., 133 West 123th st., Grand Central Station, 125th St. station and 138th st. station, New York; 388 and 726 Fullon st., and 106 Broadway. E. D., Brooklyn.

Telephone "900 38th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

11.30

NEW YORK CENTRAL ROUTE BETWEEN

NEW YORK, BOSTON AND NEW ENGLAND Via Springfield and the BOSTON AND ALBANY RAILROAD. New York Central and Hudson River R. R. Leasse.)
Trains leave Grand Central Station, Fourth
avenue and 42d steet, New York, as follows:
19:04 A. M., 112:00 noon, 24:00 P. M., 11:00 P. M.,
arrive at Boston 3:00 P. M., 5:40 P. M., 10:00 P. M.,
6:15 A. M. 6:15 A. M.
Leave Boston †9:00 A. M., †12:00 noon, *4:00 P. M.,
*11:00 P. M., arrive at New York 3:30 P. M., 5:40 P. M.,
*10:00 P. M., 6:14 A. M.
Tickets at New York Central ticket offices, 167,
*15 and \$1216 Broadway and at Grand Central Station.
A. H. SMITH.
GEORGE H. DANIELS.
Gen'l Manager.
Gen'l Pass'r Agent.

WEST SHORE RAILROAD.

(New York Central and Hudson River R. R., Lessee.)
Trains leave Franklin st. station, New York, as follows, and 12 min. later foot West 42d st., N. R.;
*7:10 A. M.—For Interm. points to Albany.
*9:40 A. M.—(1) Catskill M't'n Express.
111:20 A. M.—(2) Saratoga and Mohawk Express.
111:245 P. M.—(3) fill Van Winkle Flyer.
*1:00 P. M.—Chicago Express.
*2:25 P. M.—(4) fill Van Winkle Flyer.
*3:25 P. M.—(4) Ulster Express to Catskill M't'ns.
*3:45 P. M.—(4) for Hudson River points & Albany.
*6:300 P. M.—For Roch., Buffalo. Cleve'l & Chicago.
*18:00 P. M.—For Roch., Buffalo. Cleve'l & Chicago.
*18:00 P. M.—For Roch., Buffalo. Detroit & St. Louis.
*9:15 P. M.—(4) for Hudson River points & Albany.
*10 Dally. *1Dally except Sunday. Leave Brooklyn Annex: (1) at *19:15 A. M., (2) at *10:45 A. M.,
*13 at *112:10 P. M., (4) at *12:45 P. M. Leave Jersey.
City, Penn. R. R. Sta.: (1) at *19:47 A. M., (2) at *111:20
*2 A. M., (3) at *112:50 P. M., (4) at *13:35 P. M. Time
tables at principal hotels and offices. Baggage
checked from hotel or residence by Westcott Express.

READING SYSTEM NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (time from South Ferry five minutes earlier than shown EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 A. M., 1:20, 4:40, 5:00 (5:45 Easton only), P. M. Sundays, 24:25 A. M., 1:00, 5:30 P. M. WILKES-BARRE AND SCRANTON—24:00, 9:10 A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M. LAKEWOGD, LAKEHURST, TOMS RIVER AND BARNEGAT—24:00, 9:40 A. M., 1:30 (3:40 Lakewood and Lakehurst only), 4:30 P. M. Sundays, 9:15 A. M. ATLANTIC CITY—19:40 A. M., 13:40 P. M. (1:00 P. M. Saturdays). P. M. Saturdays).

VINELAND AND BRIDGETON—124:00 A. M., 11:30 P. M.

LONG BRANCH. ASBURY PARK. OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M. (11:50 Saturday only), 2:45, 3:30, 3:33, 4:45, 5:30, 6:30 (11:50 Wednesdays to Asbury Park and Saturdays to Point Pleasant) P. M. Sundays, except Ocean Grove, 9:15 A. M., 1:30, 4:00 P. M.

PHILADELPHIA — READING TERMINAL—2:4:25, 17:09, 18:00, 9:00, 110:00, 111:00 A. M., 112:00, 1:30, 1:20, 1:300, 1:00, 1:00 A. M., 12:00, 1:300, 1:30, 1:20, 1:300, 1:00, 4:00, 5:00, 16:00, 17:30 (1:00). P. M., 2:15 Mdt.

24TH AND CHESTNUT STREETS—44:25, 18:30, 10:30, 11:45 A. M., 1:00, 1*3:40, *5:00, *7:00, 19:25 P. M., 1:21:5 Mdt.

READING, HARRISBURG, POTTSVILLE AND WILLIAMSPORT—14:00, 24:25, 18:00, 19:10 (10:00), 11:00 A. M. Reading only, 1\$1:00, 1\$1:20, 11:20, 11:20 P. M. Reading, Pottsville and Harrisburg only, 14:00, 15:00 P. M.

SANDY HOOK ROUTE—From ft. Rector St. Pler S. Atlantic Highlands, Seabright, Monmouth Beach and Long Branch, Asbury Park, Point Pleasant, 9:00, 10:00, 1:00 A. M., 1:00, 2:00, 3:00 P. M., 2:From Liberty Street only, 1:00 M., 1:00, 1:00, 4:00, 5:00, 6:00 (8:00 Asbury Park) P. M. Sundays, 10:00 A. M., 1:00, 1:00, 1:00 A. M., 1:00, 1:00, 1:00 A. M., 1:00, 1:00, 1:00 A. M., 1:00, P. M. Saturdays). VINELAND AND BRIDGETON-124:00 A. M.,

ROYAL BLUE LINE: NEW JERSEY CENTRAL R. R., PHILADEL PHIA AND READING RY, and BALTI-MORE AND OHIO R. R.

MORE AND OHIO R. R.

Leave South Ferry. Liberty St. Ferry.

Balto. Washington 19:25 AM 18:30 AM Buffet
Balto. Washington 19:25 AM 10:30 AM Diner
Balto. Washington 19:25 AM 10:30 AM Diner
Balto. Washington 19:255 PM 19:0 PM Diner
"Royal Limited". 19:35 PM 19:0 PM Diner
Balto. Washington 18:35 PM 5:00 PM Diner
Balto. Washington 18:35 PM 7:00 PM Buffet
Balto. Washington 19:30 BM 19:0 PM Buffet
Balto. Washington 19:30 BM 19:0 PM Diner
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BALTIMORE & OHIO RAILROAD

Liv. New York City. South Ferry. Liberty St.
Chicago, Pittaburg. '12:10 nt. '12:15 nt.
Chicago, Columbus. '12:55 pm. '1:00 pm. Diner
Pittaburg. Cleveland '2:35 pm. '1:00 pm. Diner
Pittaburg. Limited' '6:55 pm. '7:00 pm. Lim'd
'Pittaburg Limited' '6:55 pm. '7:00 pm. Buffet
Cincinnati, St. Louis' '10:25 pm. '1:30 am. Diner
Cincinnati, St. Louis' '6:55 pm. '1:00 pm. Buffet
Cincinnati, St. Louis' '6:55 pm. '7:00 pm. Buffet
Cincinnati, St. Louis' '6:55 pm. '7:00 pm. Buffet
Vorfolk. '12:55 pm. '1:30 pm. Diner
'Daily. fDaily. except Sunday. \$Sunday only.
Offices: 167. 261. 434. 1300 Broadway, 6 Agord
House, 25 Union Square W. 301 Grand St. N. Y.
'313 Fulion Street, Brooklyn; South Ferry and
Liberty Street. Baggage checked from hotel or
residence to destination.

NEW YORK,ONTARIO & WESTERN RY.

Lvs. Franklin St.

13 15 A. M. Day Express to Oswego. 8.30 A. M.
74 5 A. M. Day Express to Oswego. 8.30 A. M.
12 00 Noon Express to Norwich. 12 14 P. M.
13 00 P. M. Elienville and Kingston. 8.14 P. M.
15 40 P. M. Western Express. 8.15 A. M.
15 40 P. M. Western Express. 8.15 P. M.
15 40 P. M. Western Express. 8.15 P. M.
15 40 P. M. Western Express. 8.15 P. M.
15 40 P. M. Western Express. 8.15 P. M.
15 40 P. M. Western Express. 8.15 P. M.
15 41 P. M.
15 42 P. M.
15 43 P. M.
15 45 P. M.
15 46 P. M.
15 46 P. M.
15 47 P. M.
15 48 P. M.
15 49 P.